Flight Plan

Hall of Fame Nominations Sought

by M. J. McIver, Aviation Program and Airport Aid Manager

The Washington State Hall of Fame selection committee would like to have your nominations for the 1999 induction.

The initial Aviation Hall of Fame presentation, at the Northwest Aviation Conference and Trade Show last February, was a big success. It reflected the rich aviation heritage we have in the state of Washington. The inaugural presentation banquet was exciting, fun, and long overdue in showing our gratitude to those who have contributed so much to our aviation industry.

The Aviation Hall of Fame "Class of 1999" will be inducted at the Northwest Aviation Conference and Trade Show at the Saturday night banquet in February 2000. The exact date will be announced in our next *Flight Plan.*

The selection committee is made up of aviation professionals from throughout the state. Your nominations are compiled, reviewed, and discussed to determine the most significant contribution by an individual in the field of aviation within the state of Washington. Those nominated for the Aviation Hall of Fame should be individuals which have made vital contributions and dedicated their lives to make a positive impact to our industry. Your nominations are the most important part of the process and the most meaningful way to ensure that deserving people are inducted into the Aviation Hall of Fame.

You can write your nomination to the Aviation Division. You will need to include a complete biographical background and include any important points you feel will help the selection committee pick your nomination. Remember, the more complete your recommendation is the better chance of your nomination being selected.

Write to:
Washington State Aviation
Aviation Hall of Fame
Selection Committee
8900 E Marginal Way S
Seattle, WA 98108-4024 ∎

Aviation Division Participates
EAA Fly-In Sets Records

A lot of folks came by to say hi during this year's EAA Fly-In at Arlington Airport…so many in fact we lost count. No matter. We do know that record numbers attended the five day event and all of them enjoyed information filled seminars, exciting aerial demonstrations, great planes and wonderful weather.

According to Barbara Lawrence Tolbert, the Fly-In Executive Director, it was the EAA's most successful Arlington Fly-In with 51,000 people attending. In addition 1,678 aircraft showed up and there were 1,092 campers. This year's Fly-In, as in past years, provided ample opportunity for young folks. More than seven hundred youngsters participated in Kids Day and the EAA Young Eagles Program flew more than two hundred "first-time flyers" during the five day event.

Aviation Division personnel who attended the Division's booth were able to pass out lots of information in addition to maps, brochures, stickers and literally hundreds upon hundreds of little balsa airplanes.

We'll be back next year, and hope you will too. Dates for next year's fly-in are July 5-9, 2000. ∎

Bill's Column

Too often in the press of day-to-day business we tend to take for granted the many volunteers without whose efforts the WSDOT Aviation Division could not do the work. I was reminded of this in July when the Division's Search and Rescue folks conducted the second aerial search in as many months. Sadly there were no survivors of the two accidents, but the response and the untiring efforts by volunteer pilots and ground personnel was magnificent. Each day volunteer crews manned their aircraft in an unrelenting effort to find the missing airmen.

The service of volunteers to our agency is not limited to Search and Rescue. Many of the state's recreational and emergency airports would not exist if it were not for the care and maintenance provided by volunteers.

To them, members of the Washington Pilots Association, WASAR, the Civil Air Patrol, the King County Sheriff's Department and other volunteer groups, a hearty thank you from the Aviation Division. ◾

Bill

E-mail us!

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State "Forks" Over Quillayute Airport

After nearly a year of negotiation and preparation, the Aviation Division transferred the State Airport at Quillayute to the City of Forks. The former Naval Auxiliary Air Station has been part of the state's inventory of recreational and emergency airports since the mid 1960s when it was surplused by the Federal Government. According to Aviation Director Bill Brubaker, the airport has been marginally operational due to declining revenues. "Transferring the facility to the City of Forks was the right thing to do," Brubaker said. "They have a need to expand their air accessibility and apparently have the funding sources to keep the airport in good operating condition," he added.

Prior to transfer, the state made repairs and pledged to grant state airport aid dollars for additional work. According to officials for the city, Forks intends to operate both Quillayute and the Forks Municipal Airport.

The transfer leaves the state with 15 recreational/emergency airports. ◾

Registration Fee Increase

As of July 25, 1999, the cost of registering an aircraft increased from $4.00 to $8.00. The fee increase was approved by the State Legislature as part of a measure that sought to align renting and leasing procedures for port-owned airports with those already in existence for marinas. The measure, supported by the ports, also included language to exempt Idaho aircraft owners whose aircraft are based at Pullman-Moscow Airport from paying the annual excise tax.

The $4.00 increase in the registration fee does not affect the excise tax payments for aircraft, which remains the same. The revised schedule that includes the $4.00 fee increase is charted below. While the excise tax will continue to be deposited in the State's General Fund, the $8.00 registration fee will go to the WSDOT Aviation Division to administer the Aircraft Registration Program. ■

TYPE AC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Single Engine	$ 58.00	53.83	49.67	45.50	41.33	37.17	33.00	28.83	24.67	20.50	16.33	12.17
Small MultiEngine	$ 73.00	67.58	62.17	56.75	51.33	46.92	40.50	35.08	29.67	24.50	18.85	13.42
Large MultiEngine	$ 88.00	81.33	74.67	68.00	61.33	54.67	48.00	41.33	34.67	28.00	21.33	14.67
Turbo Prop Multi	$108.00	99.67	91.33	83.00	74.67	66.33	58.00	49.67	41.33	33.00	24.67	16.33
Turbo Jet	$133.00	122.58	112.17	101.75	91.33	80.92	70.50	60.08	49.67	39.25	28.83	17.42
Helicopter	$ 83.00	76.75	70.50	64.25	58.00	51.75	45.50	39.25	33.00	26.75	20.50	14.25
Sail Plane	$ 28.00	26.33	24.67	23.00	21.33	19.67	18.00	16.33	14.67	13.00	11.33	11.00
Lighter than Air	$ 28.00	26.33	24.67	23.00	21.33	19.67	18.00	16.33	14.67	13.00	11.33	11.00
Home Built	$ 28.00	26.33	24.67	23.00	21.33	19.67	18.00	16.33	14.67	13.00	11.33	11.00

Airport Grant Funds Awarded

by M. J. McIver, Aviation Program and Airport Aid Manager

Your aviation tax dollars are at work again… and being put to good use!

This year we have had more requests for airport aid grant money than ever before. There are a large number of airports which must have a total reconstruction of the runway, taxiway and ramps, or face the possibility of closing. Along with paving needs, we have several airports that need visual aids, planning for current and future projects, land use protection, heliports, float plane bases and general maintenance on the airport.

In the first two weeks of July, the Aviation Division allocated over one million dollars to airports throughout the state. There are many more applications being reviewed. It is frustrating to realize we do not have sufficient funds to meet the needs of all the requests. We have attempted to start phased projects to protect the airports utilization and service level using some money this year to start the project and trying to finish them next year. This system has served well in the past. It looks like we will have to continue this practice because there is such a great need and not enough funding to satisfy all the needs.

As you fly around the state, you will notice improvements at the following airports. These airports are just the first segment of the applications we have processed. The communities are to be commended for their aggressive stance in pushing to have their individual airports improved or maintained to better serve the flying public. As you visit these, or any airport around the state, let us know what you think of the facility and how you think it may be improved to better serve you.

Projects approved in July:
Camas
Cashmere
Chewelah
Cle Elum
Colfax
Colville
Davenport
Deer Park
Desert Aire
Ephrata
Electric City
Friday Harbor SPB
Lynden
Moses Lake Municipal
Odessa
Port of Douglas SPB
Ritzville
Spokane Felts Field
Sunnyside
Tacoma Narrows
Tonasket
Twisp
Westport
Wilbur
Willapa Harbor ■

Pavement Review Begins

by Theresa Smith, Aviation Planning Manager

The Division's Aviation Planning Office commenced the Washington State Airport Pavement Management Program on May 7, 1999 in an effort to understand the condition of pavements at the airports in Washington State. This exhaustive study is intended to assess the relative condition of pavements at 83 public use airports across the state.

It is important to note that the role of the WSDOT Aviation Division is to identify the pavement needs and recommended process of preserving the pavements within the state aviation system. Airport sponsors provide the key policy and financial decisions necessary for preserving airport pavements in Washington State. To clarify, the role of the state, as an advocate to airports, is not to supplant the role of the airport sponsor. It is not the role of the study to serve in an enforcement capacity nor is it the role of the WSDOT to bring an NPIAS (National Plan of Integrated Airport Systems) airport into compliance with federal requirements. That role is reserved for the airport sponsor.

The WSDOT Aviation Division selected Pavement Consultants Inc. (PCI) of Seattle, Washington, to update the Airport Pavement Management Program. Throughout summer-early fall months, PCI will be sending an engineering team to the airports to visually survey airside pavement surfaces. For most airports this inspection will take about one day. PCI engineers will be radio-equipped to monitor the airport or UNICOM frequency during the pavement evaluations and will coordinate with airports to issue NOTAMs indicating that runway

Bremerton's National Airport will be one of the many airports to be studied.

pavement surveys are in progress.

What will airports receive from this study?

It is our intention to provide the airports with tools to assist in their decision-making process. Following the completion of the study, the consultant will develop a menu of options in preserving the pavement at the airports as well as a recommended five-year project prioritization list for each airport. The list will identify the pavement repair needs and budget requirements to support those

repairs. Decisions regarding the actual implementation of the recommended projects will be made by the airport sponsor.

The PCI team will gather construction and maintenance history including existing pavement layer types and thicknesses, date of construction, type of maintenance applied, and date of maintenance application.

We are pleased the study is underway and look forward to the valuable tools developed through this exhaustive process. ■

2000 Art Contest Announced

Next year's International Aviation Art Contest information has been released and the contest ends on February 4, 2000. One of last year's Washington state winners, Mikeal Simburger of Everett, went on to become a national winner

and got to fly to Washington, D.C., as part of his prize.

Contact the Aviation Division for a contest brochure or look on the Aviation Division home page at *www.wsdot.wa.gov/aviation*. ■

WSDOT Aviation Division Lighting a Step Closer to a National Standard

by Bill Brubaker, Aviation Division Director

The Federal Aviation Administration is currently preparing Advisory Circulars for the Aviation Division's Airport Lighting System that not only recognizes the system as a national standard but will allow the system to be paid for with federal funds. According to "Mac" McIver, the Division's State Airport Aid Program Manager, the process has two distinct tracks. The FAA, he said, must write the circulars to describe in detail the system, while the state must compile a list of airports that will be classified as General Aviation (GA) airports and remain in the classification for at least five years. In addition, according to McIver, we must also write an installation process and ensure that each manufacturer is listed by the testing laboratory. "We hope this process can be completed by the end of summer," McIver said.

The WSDOT Aviation Division airport lighting system has long been touted as a less expensive, yet efficient, alternative to the more expensive FAA approved systems. The Washington State lighting system is often the only system affordable to small GA airports in the state. Approval of the state system by the FAA means that small GA airports nation-wide will have the opportunity to install safe lighting systems at a reasonable cost.

McIver noted that it has been a twenty-year process to have the Federal Government recognize the state lighting system. ■

This vintage photo (circa 1989) of Mac McIver taken at the Easton State Airport shows him installing the first of his now FAA recognized lighting system.

Obstruction Program Strives to Protect Airspace

by Stan Allison, Aviation Planner

Federal Aviation Regulation Part 77, *Objects Affecting Navigable Airspace*, requires that anyone who is proposing to construct or alter, an object that affects air-space must notify the Federal Aviation Administration (FAA) prior to its construction. The specific form which is used to notify the FAA is FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. In filing the form, the propo-nent is required to submit very specific informa-tion about the project such as a complete description of the proposed project, the latitude and longitude coordinates locating the object, its' height above ground level (AGL), site elevation above mean sea level (AMSL), total height (AMSL), and distance to the near-est airport. Typical projects include cell phone towers, top-mount antennas, buildings, power lines, radio broadcast towers, and temporary construction equipment such as cranes. If the proposal is going to emit any electromagnetic broadcast signals, the proponent must also specify which radio frequencies will be used.

The purpose of the 7460-1 notification requirement is to allow the FAA to conduct an airspace analysis on the proposal to determine whether or not the object will adversely affect airspace or NAVAIDS. If during the course of its analysis the FAA determines that the proposed object will penetrate airspace or adversely affect NAVAID equip-ment, the FAA can require the proponent reduce the height of the object, change the broadcast frequency, or outfit the object with obstruction marking and lighting. In cases where the FAA determines the object will be a "hazard" to air navigation, the FAA can issue a hazard determina-tion in which case the project will be prohibited from being con-structed. Keep in mind, a determi-nation of "No Hazard" does not ensure a safe environment for you. Many gaps remain following a federal analysis on VFR opera-tions. It is the role of the State to work to fill those gaps, ultimately striving for the highest level of safety between you and the obstruction.

In filling the gaps and as part of the cooperative partnership which has been forged between the WSDOT Aviation Division and the FAA, the FAA Airspace Branch forwards those 7460-1 forms which could potentially affect airports throughout the state of Washington to the Aviation Division for our review and comment prior to issuing their final determination. Once the Aviation Division receives the 7460-1 forms, our staff begins the process of determining whether or not the proposed object will adversely affect aviation in our state.

The first step in the process is the logging of the proposed object in the Aviation Division's Ob-struction Database. This includes entering the type of object pro-posed, its location (latitude and longitude), its height (AGL), total height (AMSL), and location relative to the nearest airport. Once this information has been entered into the Obstructions Database, the object is mapped onto a USGS Quad Sheet Database to determine its potential impact on aviation safety. The mapping entry allows the staff of the Aviation Division to accurately locate the object's distance to an airport, its height and elevation relative to any FAR Part 77 imaginary airspace surfaces and whether or not the object will adversely affect air navigation. Since each proposed object is tracked with a "marker" in the Mapping Database, staff can also identify any patterns or groupings of objects which could begin to collectively impact aviation safety.

Once the Aviation Division has entered all of the information on the proposed object into its databases and the airspace analysis has been per-formed, the Division issues its review comments to the FAA, who in turn takes them under consid-eration before issuing their final determination. If the proposed object is going to adversely affect a specific airport, the Division will contact the airport manager or airport sponsor to inform them of the potential impact. If the object is not near an airport, but could potentially affect air navigation along commonly traversed air routes, the Division will contact the local jurisdiction responsible for issuing any building permits to see what can be done about mitigating its impact. In all cases, the Aviation Division response and the FAA's final determination is logged into the Obstruction Database.

While we cannot effect change with existing ob-structions, it is our goal to work proactively with the FAA's 7460-1 Airspace
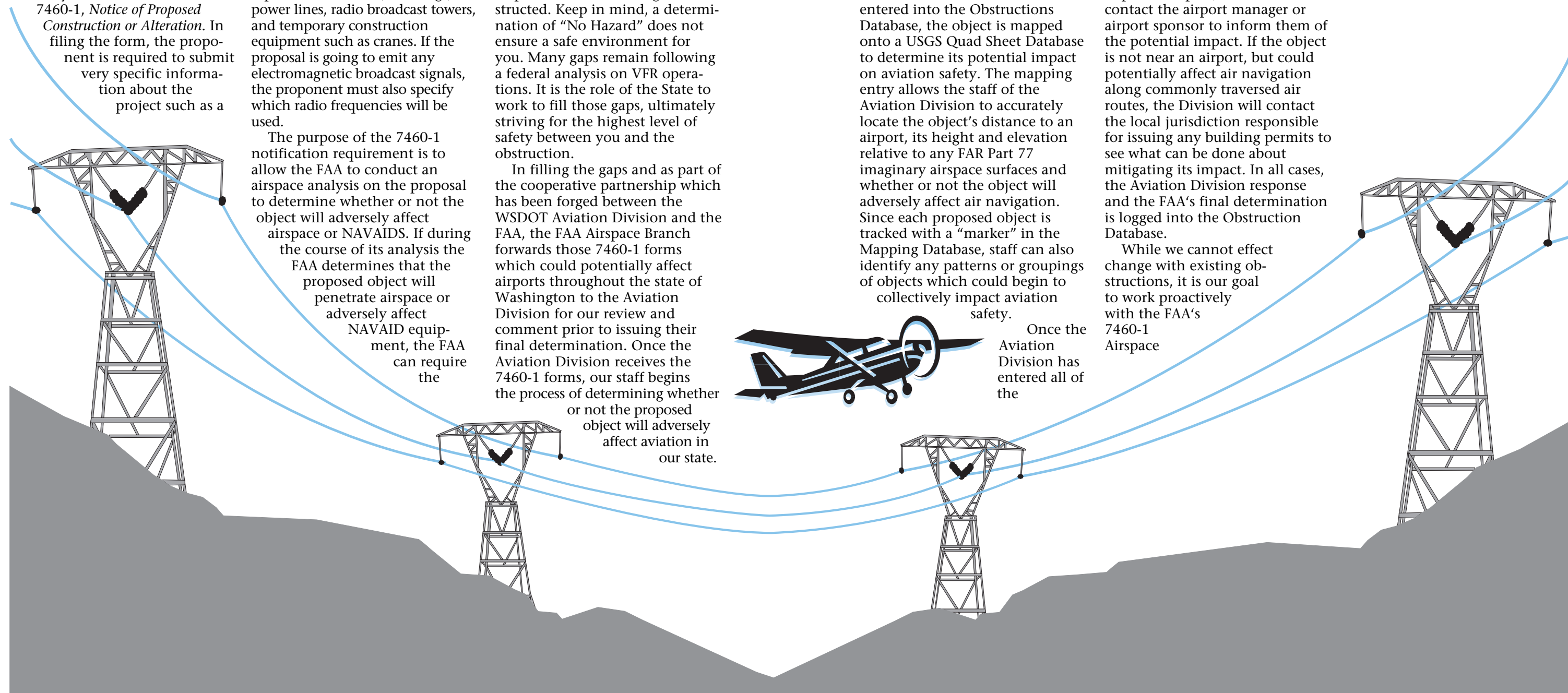
Oregon Legislature Frees Aeronautics Section from Transportation

by Michael Sweeney / *The Flyer*

SALEM, Oregon – In what is being hailed by Oregon's aviation community as a great victory, the Legislature here voted last month to elevate the Oregon Aeronautics Section to an independent department of state government.

The measure passed the House and Senate by wide margins and was awaiting action by the governor as this edition of *The Flyer* went to press.

Governor John Kitzhaber, a pilot, opposed the measure, but was expected to sign it into law. There was more than enough support in both houses to override a veto.

The bill strips the aeronautics program out of the Oregon Department of Transportation (ODOT) and transfers it to an new Oregon Department of Aviation.

The measure provides for a one-year transition period, but the new department is expected to be up and running within months. It will operate under a director and five-member advisory board appointed by the governor.

The Oregon Pilots Association (OPA) had strongly backed the bill, hiring former state Aviation Manager Betsy Johnson to lobby it through the Legislature.

Johnson, who chafed as aviation director at ODOT's lack of interest in and ignorance of aviation issues, predicted the new department would be the "go-to place" for pilots to raise and address aviation issues in Oregon.

"We have taken this important mode of transportation and elevated it to state agency status," she said. "Maybe now we'll be able to find it in the phone book."

(The phone number for the Aeronautics Section, Johnson complains, is now hidden among the listings for ODOT's Transportation Development Branch, making it hard for pilots to find.)

During her tenure as aviation manager, Johnson said ODOT officials had prevented her from speaking out in behalf of aviation issues for fear that spending for aviation would reduce the money available for highways.

"ODOT has failed to tell aviation's story in this state," she said. "They have been virtual no-shows on aviation issues."

The vote to make aviation an independent state agency essentially returns the program to the status it enjoyed until 1993, when it was downgraded to an ODOT "section."

While the new aviation department will have no more funding than it did when it was the aeronautics section, the transition is expected to free up at least $50,000 a year in aviation funds that had previously been siphoned off by ODOT to help cover ODOT's overhead expenses.

That money will now be available for aviation projects in Oregon. ◼
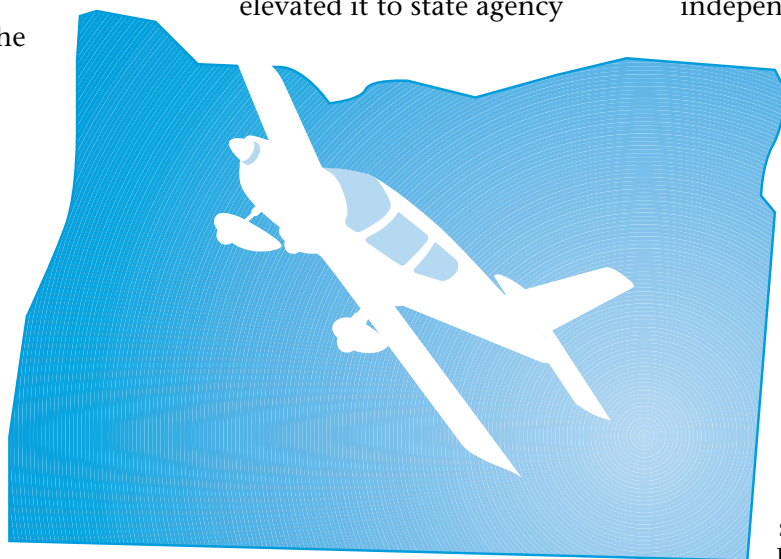
Note: At the time Flight Plan *went to press, Oregon Governor Kitzhaber had not signed the legislation into law.*

Mountain Flying Seminar Deemed a Big Success

by Brian A. Holmes, Chief Pilot

The weather was bad but the spirits were good at this year's Mountain Flying Clinic. Once again well over 100 pilots from throughout the northwest gathered for what has become an annual event.

Although spirits were high, weather was low, the biggest problem was the wind. Winds Friday night were in excess of 20 knots gusting to over 30 knots. Mountain peaks were obscured by clouds, and it was with a sad heart that we stood on the ramp looking skyward and seeing

Standing Lenticular Clouds pepper the sky like a mushroom field. The clouds indicated mountain waves and low level turbulence. Teaching these conditions was on the curriculum but we hoped for ground instruction only.

This outstanding effort was sponsored by the WSDOT Aviation Division, Washington Pilots Association, Washington Air Search and Rescue, Federal Aviation Administration and was hosted by Wings of Wenatchee, the FBO at Pangborn Field, and supported by the Wenatchee Airport. It is a complex affair to stage. Planning lasts approximately one year. As a result we have to gaze into our crystal ball to judge when the best time of the year will be. In the past our long range forecasting has worked out.

I will not deny that staff and participants alike were dejected Friday night especially with the forecast for the weekend. But we had all arrived at this place, at this time, and after all we are intrepid aviators. We all agreed that we

would continue and make the best of a bad situation.

The first order of business was bringing the staff together to review existing and forecast conditions. *Safety* was the paramount consideration. Operational guidelines were established to deal with the weather and ***not*** expose air operations to unnecessary risk. The conditions would impact the operation, flights would become sporadic, and fewer pilots would be able to fly.

With all instructors and participants in tune with safety requirements, we proceeded. And despite Mother Nature's attempt to rain (ah, make that thunderstorm) on our parade we accomplished a lot and had a lot of fun doing it. Numbers are just one indicator of what happened, but here they are:

64 personnel completed the mandatory ground school.
28 planes registered for the event
34 flights completed
56 flight hours.

A normal event would have seen:

100+ complete ground school
50+ planes
90 flights
150 flight hours

Are the sponsors discouraged? Not on your life. Planning is already underway for next June. See you there, and bring your airplane. ∎

Background photo: The wind sock at the tower at Pangborn told the story about the wind gusts.

Aviation Division's Aimee Silva handled the paperwork.

EAA made sure we all had plenty to eat!

Noteworthy

by Brian A. Holmes, Chief Pilot

The following news briefs are passed along for your information:

WAC Charts Survive

In the last issue of *Flight Plan* we told you, due to budget con-straints, the future of WAC charts was in doubt. Glad to report that thanks to pressure from AOPA the Department of Commerce has agreed to continue the WAC charts and *not* to raise prices on other charts for the balance of this year.

121.5 May Be Dropped From Satellites

The U.S. Coast Guard has recommended the next generation of search and rescue satel-lites (SARSAT) carry only 406 MHz receivers. The FAA is expected to go along with the suggestion. This change would not change the ELT require-ment in your aircraft. That would require FAA action via the NPRM process. What it would mean is that the satellites will no longer hear your distress signal. We would depend on airborne air-craft. This is sure to be a well-talked about subject in the future.

Non-Distress ELTs Continue to be a Problem

The U.S. Coast Guard reports in their study the 121.5 MHz ELTs activated 101,557 ELTs, but only 228 were actual distress. Please, please check your ELT when you secure your aircraft after landing. If you happen to be at the airport or in the air and hear one simply contact Flight Service Station. Washington State averages 400 false activation's each year.

Aviation Division's Revised Home Page Is Up And Running

In the last issue we told you we were rebuilding and revising our home page. It is now done and can be found at *www.wsdot.wa.gov/ aviation*. This web site is still under revision, but we think we

are getting a pretty good product. Check it out and andtell us what you think. Corrections, sugges-tions, comments are always welcome. After all it is your home page, we are just the caretakers.

No Endorsement Required

Pilots who aspire to add Flight Instructor or Ground Instructor ratings to their credentials no longer require an endorsement from an existing Flight Instructor to take the Flight Instructor and Ground Instructor *Knowledge* tests. This includes the Funda-mentals of Instruction (FOI) exam.

Instrument Proficiency Checks

It used to be an Instrument Competency Check. With the rewrite of *Part 61* to the FARs this was changed. It is now called an

"Instrument Proficiency Check." In order for an Instrument Instructor to sign you off you must now complete the required operations for sign off. The requirements can be found in FAR 61.57(d) as well as the Instrument Rating Practical Test Standards. How to obtain the standards? See next brief.

Practical Test Standards (PTS)

Practical Test Standards, and changes to the Standards, are now available on the Web. FAA publishes them at *www.mmac.jccbi. gov/afs/ afs600*

State Airport Identifier Changes

Please make updates in your *Pilot's Guide* for the following state airports:

Bandera State Airport
    From: WA04
    To: *4W0*
Ranger Creek
    From: 6WA8
    To: *21W*
Lake Wenatchee
    From: WA32
    To: *27W*
Lower Monumental
    From: 3WA2
    To: *W09*
Little Goose
    From: 16WA
    To: *16W*
Skykomish State
    From: WA60
    To: *S88*
Tieton State
    From: WA49
    To: *4S6*
Woodland State
    From: WA71
    To: *W27* ■

Education Opportunities

These are the opportunities scheduled as of August 1999 all are subject to change. Check our homepage at *http://www.wsdot.wa.gov/aviation*, for updates.

Search and Rescue Training

Date	Course	Location
October 9-10, 1999	Mission Aircrew Course*	Spokane, WA; Peppertree Airport Inn
October 23-24, 1999	Practice Search & Flight Training	Wenatchee, WA; Wings of Wenatchee
November 20-21, 1999	Mission Management Course	Ocean Shores; Shilo Inn
	Prerequisite: Must have already taken Mission Aircrew Course.	

* Bring to class a current Seattle Sectional and a plotter or straight edge.

You can register for the above classes by calling the WSDOT Aviation Division at: 1-800-552-0666 or (206) 764-4131. If you have any questions please contact F. E. MacSpadden at the above numbers or at his e-mail address: *MacspaM@wsdot.wa.gov*.

Flight Instructor Revalidation Clinics

Must be a Washington State registered pilot.

September 18-19, 1999	Spokane	Airport Ramada Inn
November 6-7, 1999	Seattle	NOAA Auditorium, 7600 Sand Point Way NE
January 8-9, 2000	Tacoma/Fife	Best Western Executive Inn, Fife

Aviation Mechanic's Clinics

March 4-5, 2000	Tacoma
March 13-14, 2000	Spokane

- ✂

Training and Education Opportunities
Registration Form

To register for a training or education clinic, either complete and return this form to the Aviation Division or call toll-free 1-800-552-0666 (in Seattle, 764-4131).

A confirmation notice will be mailed to you.

I wish to attend the_____ clinic in_____ on _____

_____   _____
Name, as it appears on your FAA Certificate   CFI Certificate Number

_____
Address

_____   _____
City   Day Phone Number

_____   _____
State/Zip Code   Date

Data Condition Assessment Completed

by Theresa Smith, Aviation Planning Manager

Last issue we announced the completion of the Airport Data Condition Assessment as part of the Washington State Aviation System Plan. The assessment collected inventory information for the 129 public use airports in an effort to identify the physical facility needs of the state aviation system. The primary function of the information is to serve as a tool in the decision-making process for airport sponsors and the state and federal grant programs. It also supports local jurisdictions and ports in their fiscal planning process for their airports.

We assessed the inventory of the physical airport facility, existing operational data, forecast for future activity and capacity needs, identification of state and federal design standard compliance issues, assessment of runway safety areas, general information on existing land uses immediately around the airport, multi-modal connections to the airport facility, and the assessment of approach surfaces and the identification of obstructions within the approach surfaces.

The Airport Data Condition Assessment also provides an understanding of the development needs for airport preservation as identified by the airport sponsor. The assessment identifies actual development needs as well as fiscally constrained needs. This approach offers clarity of the system-wide development needs for airport preservation.

What's Next?
The use of the data does not stop here. We intentionally designed the database to serve as a desktop reference which feeds into and influences planning decision-making. We did not want a study which provided an inventory destined to sit on a shelf collecting dust. Recently, we used the inventory database to create a study assessing GPS capability at our system of airports. With its comprehensive design and ease in accessing information, the database allowed for the in-house development of the GPS study, saving $75,000 in federal funds set aside for the study.

The inventory is an interactive ACCESS 97 database which is available to the public at no cost. It is our intention the database be available through the WSDOT Aviation Division website allowing access to established queries as well as customize search queries. Our website folks need a little more time to develop the interactive site. We will announce database availability in the next *Flight Plan* as well as the WSDOT Aviation Home Page. Should you desire a copy of the database, please contact our office at (206) 764-4131 or 1 (800) 552-0666. ∎